



# I-375 RECONNECTING COMMUNITIES PROJECT

LOCAL ADVISORY COMMITTEE MEETING

FEBRUARY 16, 2023



# **AGENDA**

- 1. Welcome and Introductions**
- 2. Local Advisory Committee Functions and Procedures**
- 3. Aesthetic Design Guide Example**
- 4. Defining Success Breakout**
- 5. Feedback Follow Up**
- 6. Reminders**
- 7. Q&A**



# LOCAL ADVISORY COMMITTEE FUNCTIONS AND PROCEDURES





# WHY WE ARE HERE

- **Goal:** Focus on historic environmental justice (HEJ) impacts from the original construction of the I-375 freeway.
- **Purpose:** Provide meaningful input and ideas on final design elements as well as ways to repurpose or leverage excess real estate property remaining after Project construction.
- **MDOT's Mission:** Serve and connect people, communities, and the economy through transportation.

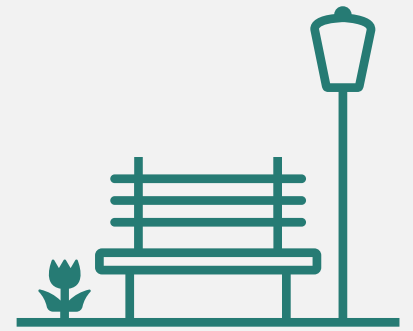


# LAC OBJECTIVES

- **Maintain** a transparent and inclusive process that gathers input from the broader community.
- **Assist** MDOT and the City of Detroit in the development of:
  - Framework Plan
  - Aesthetic Design Guidelines
  - Community Enhancements Plan
- **Provide** ongoing guidance on:
  - Community Placemaking
  - Maintenance of Traffic plans
  - Pedestrian and nonmotorized access improvements



# LAC OBJECTIVES



## Aesthetics Design Guidelines

- Provide recommendation on final design elements
  - Examples: Installation of public art; aesthetic design of roadway elements to be incorporated into the roadside and medians that reflects Paradise Valley and Black Bottom; Naming of the new boulevard and other roadways



# LAC OBJECTIVES 2

MDOT will also consider dedication of public space with support from partners to develop and maintain.

## Community Enhancements Plan



- Recommend ways to pay tribute to the former Black Bottom and Paradise Valley neighborhoods
- Provide recommendations for public realm enhancements (plazas, trails, gateways, artwork, wayfinding, etc.)
- Develop strategies to ensure affordable housing opportunities and incubation/encouragement of minority-owned businesses
- Identify Project partners to administer the community enhancements plan and leverage existing programs or resources
- Develop an implementation strategy

# LAC OBJECTIVES 3

## Excess Parcel Development (Land Use)

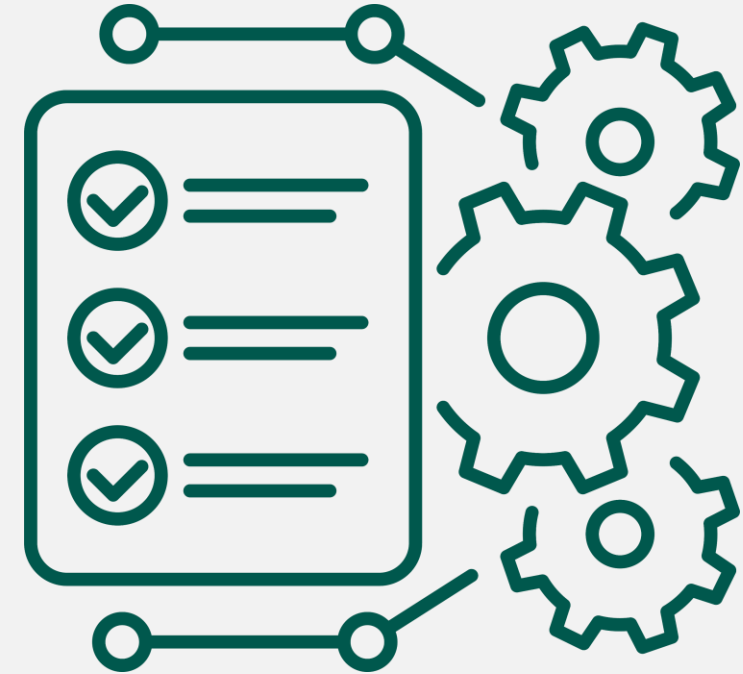


- Identify locations to be set aside for community uses / enhancements
- Provide recommendations for potential land use configurations and zoning recommendations for remaining parcels to be developed



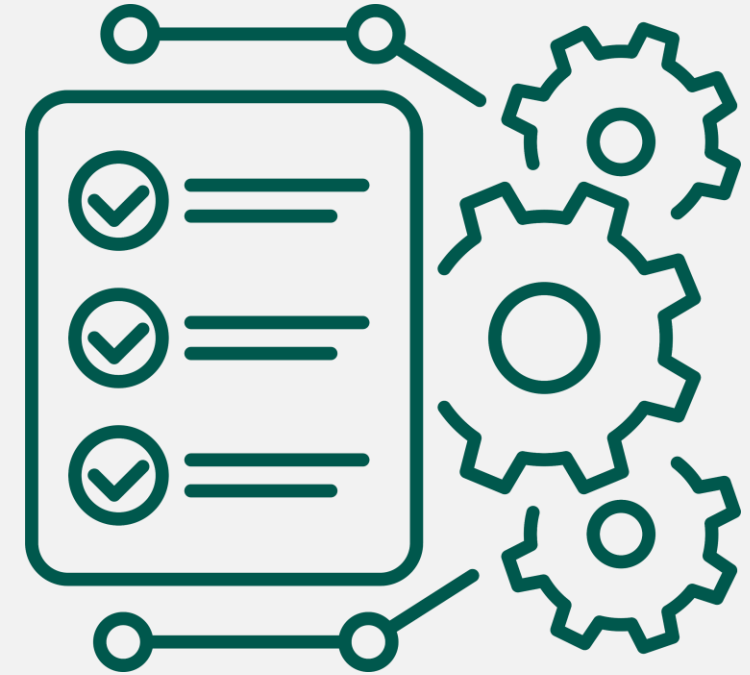
# GUIDING PRINCIPLES AND EXPECTATIONS

- Attend and actively engage in all meetings.
- Fully prepare for meeting discussions, review all meeting materials in advance, and complete assignments, as needed.
- Participate in sub-committee meetings and work, as needed.
- Share feedback from their organizations, acting as the liaison between their organization and the Committee.
- Keep an open mind and participate openly, honestly, and respectfully.
- Work collaboratively and cooperatively to seek a consensus solution.
  - Consensus is defined as “when a majority of the stakeholders agree on a particular issue, the remainder of stakeholders agree that their input has been heard and duly considered through a fair process.”



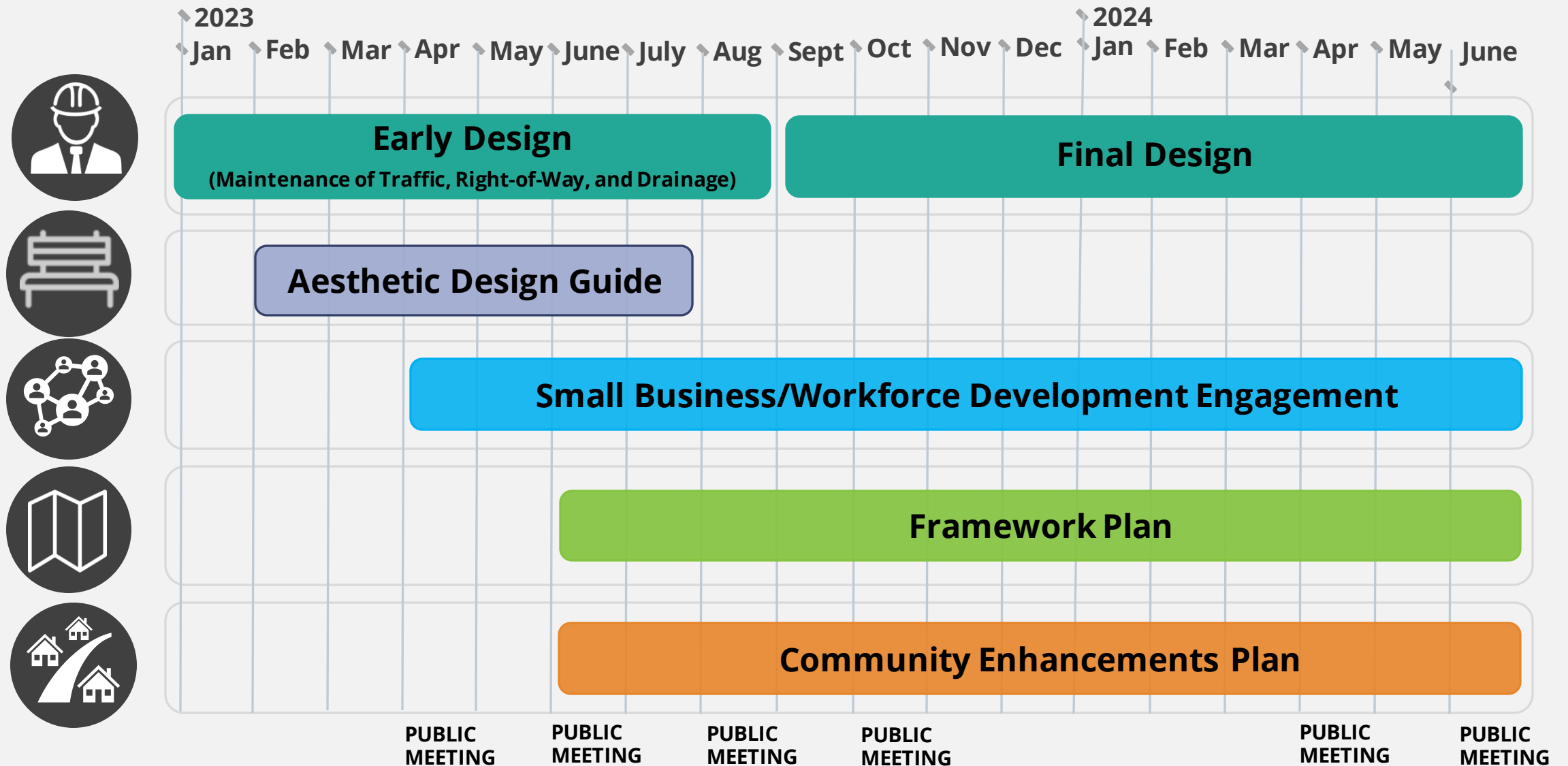
# GUIDING PRINCIPLES AND EXPECTATIONS CONTINUED

- Must treat each other with respect and dignity.
- Work collaboratively for the common good of the citizens of the city of Detroit and southeast Michigan.
- Fully and respectfully engage in discussions and decision-making processes.
- Take on assignments and follow through to ensure quality, timely decisions.
- Encourage public participation, engage with the public regularly, and actively listen to public feedback and provide that feedback to the Project Team.
- Understand and accept that final project decisions will be made by MDOT and/or the City of Detroit and/or FHWA.





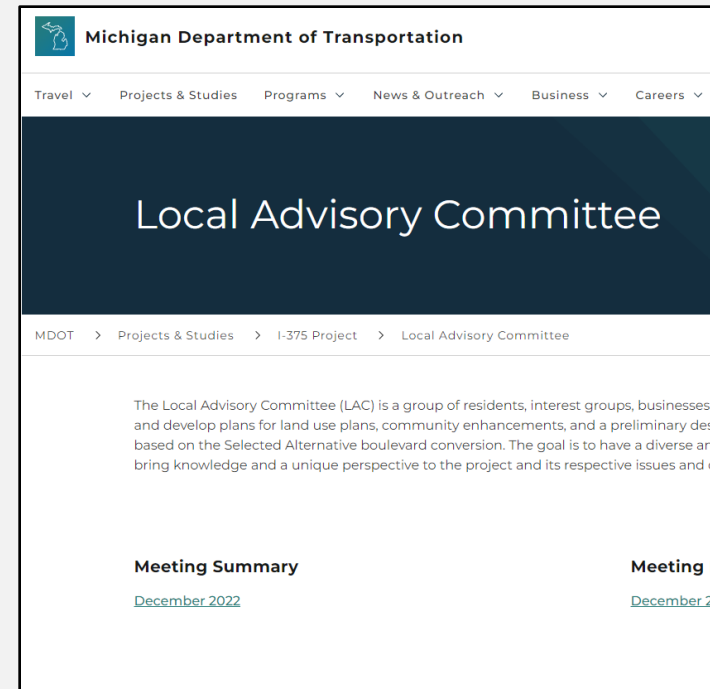
# DESIGN AND PLANNING PROCESS



# YOU'RE A LIASION FOR THE PROJECT

- Act as a liaison for the project, sharing information and gathering feedback from your respective network.
- Provide constructive input.
- Be an advocate of the project to the public, family, friends, co-workers, and acquaintances.

Resources available  
at [Michigan.gov/I375](https://Michigan.gov/I375)



## Project Involvement

Share your thoughts and sign up to receive I-375 project updates.

[Leave a Comment](#)

[Ask a Question](#)

[Subscribe for Updates](#)

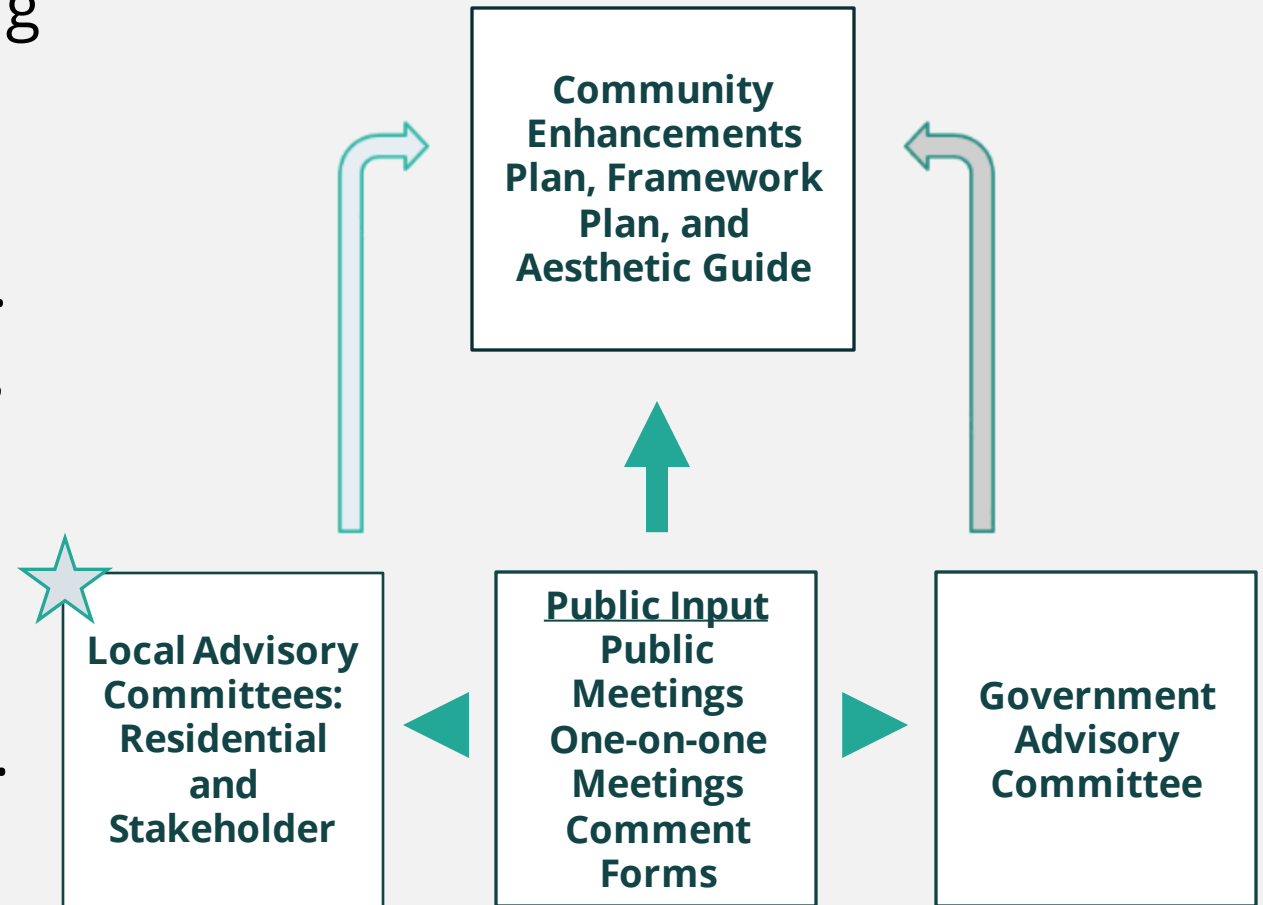
[MDOT-I-375Corridor@Michigan.gov](mailto:MDOT-I-375Corridor@Michigan.gov)

Need a debrief from the team with your organization? Let us know!



# DECISION MAKING AND INPUT

- A consensus-driven decision-making model will be used for most informal and directional types of activities by a show of hands at meetings or surveys through email.
- Responses to comments/questions on draft documents will be done electronically.
- Final documents will be submitted to the LAC and approval requested through a survey or show of hands.





# AESTHETIC DESIGN GUIDE EXAMPLE





# AESTHETIC DESIGN GUIDE EXAMPLE



CH2MHILL HNTB

I-94 REHABILITATION PROJECT

CORRIDOR DESIGN GUIDELINES

Michigan Department of Transportation

June 24, 2010

## CONTENTS

<b>1 Introduction</b>	
Mission Statement & Project Goals .....	1
Design Themes .....	2
Corridor Inventory & Analysis Map .....	4
<b>2 Conceptual Design</b> .....	6
<b>3 Design Elements</b>	
Introduction to Design Elements .....	10
Design Alternative – Fin Family .....	11
Design Alternative – Classical Arch Family .....	12
Design Alternative – Barrel Arch Family .....	13
Neighborhood Connector Bridges	
Introduction .....	14
Overall Plan & Elevation .....	15
Detail Plan & Elevation .....	16
Retaining Wall Constellation Pattern .....	17
Abutment Elevation Constellation Pattern .....	18
Retaining Wall Textile Pattern .....	19
Abutment Elevation Textile Pattern .....	20
Center Pier Elevation Fin Alternative .....	21
Center Pier Elevation Classical Arch Alternative .....	22
Center Pier Elevation Barrel Arch Alternative .....	23
Details Bridge Parapet & Ornamental Railing .....	24
Community Connector Bridges	
Introduction .....	25
Overall Plan .....	26
Detail Plan & Elevation .....	27
Center Pier Elevation Fin Alternative .....	28
Center Pier Elevation Classical Arch Alternative .....	29
Center Pier Elevation Barrel Arch Alternative .....	30
Detail Bridge Parapet & Ornamental Railing .....	31

# AESTHETIC DESIGN GUIDE CONTINUED

I-94 REHABILITATION PROJECT

Michigan Department of Transportation

CORRIDOR DESIGN GUIDELINES

June 24, 2010

## Design Themes

Four themes emerged from two CSS Workshops held in 2004 that were further explored and influence the development of the freeway design elements in these Guidelines.

### 1 Detroit — The City of Firsts, Historical Transportation

The automobile, an instrument of mobility, changed the fundamental patterns of society – where we live, how we move – for work and for play.

Technological innovations like the assembly line enabled the mass production of automobiles and made them affordable.

The industry impacted Detroit's architecture and roadway system with forms derived from a new and progressive industrial age.

#### Freeway Design Implications

Innovative freeway design with cohesive and standardized architectural forms for bridges and piers that are functional and cost effective.



### 2 Detroit's Great Lakes Connections

The city was settled at the confluence of a river between Lakes Huron and Erie. "Detroit" is French for "straights" or "channel." This location was easily defended and had a hospitable climate and fertile land. It also facilitated travel and shipping. But urban development and industrialization have changed it.

The Great Lakes continue to provide a sense of place and are a valued natural and human resource.

#### Freeway Design Implications

Landscaping and stormwater treatments that increase water retention, reduce runoff and capture pollutants, yielding a healthy and ecologically diverse roadside.

Introduction

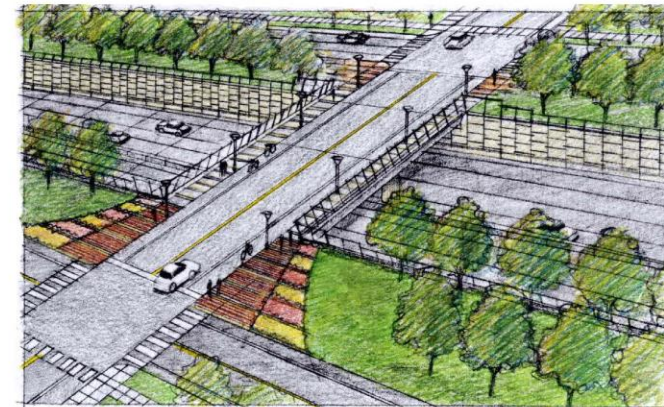
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I-94 REHABILITATION PROJECT

Michigan Department of Transportation

CORRIDOR DESIGN GUIDELINES

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CONCEPTUAL DESIGN — OVERHEAD VIEW OF NEIGHBORHOOD CONNECTOR BRIDGE PASSING OVER I-94 MAINLINE



Rendering of Service Drive treatment with railing and landscaping



Rendering of Service Drive treatment with noise wall and landscaping



Cass Street at I-94 Mainline - NW corner

## Existing Conditions

Note: The ornamental lights adjoining the street have been moved to the bridge parapet. See Design Elements, pg. 28.



Cass Street bridge view to Tech Town

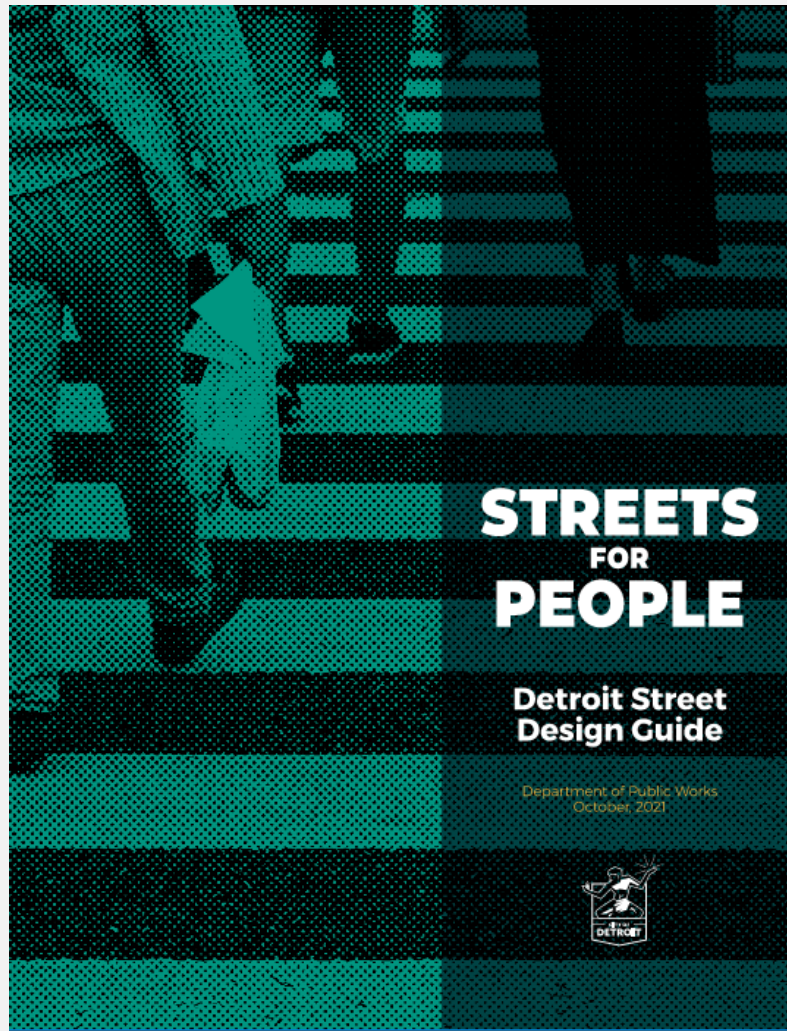


Cass Street bridge

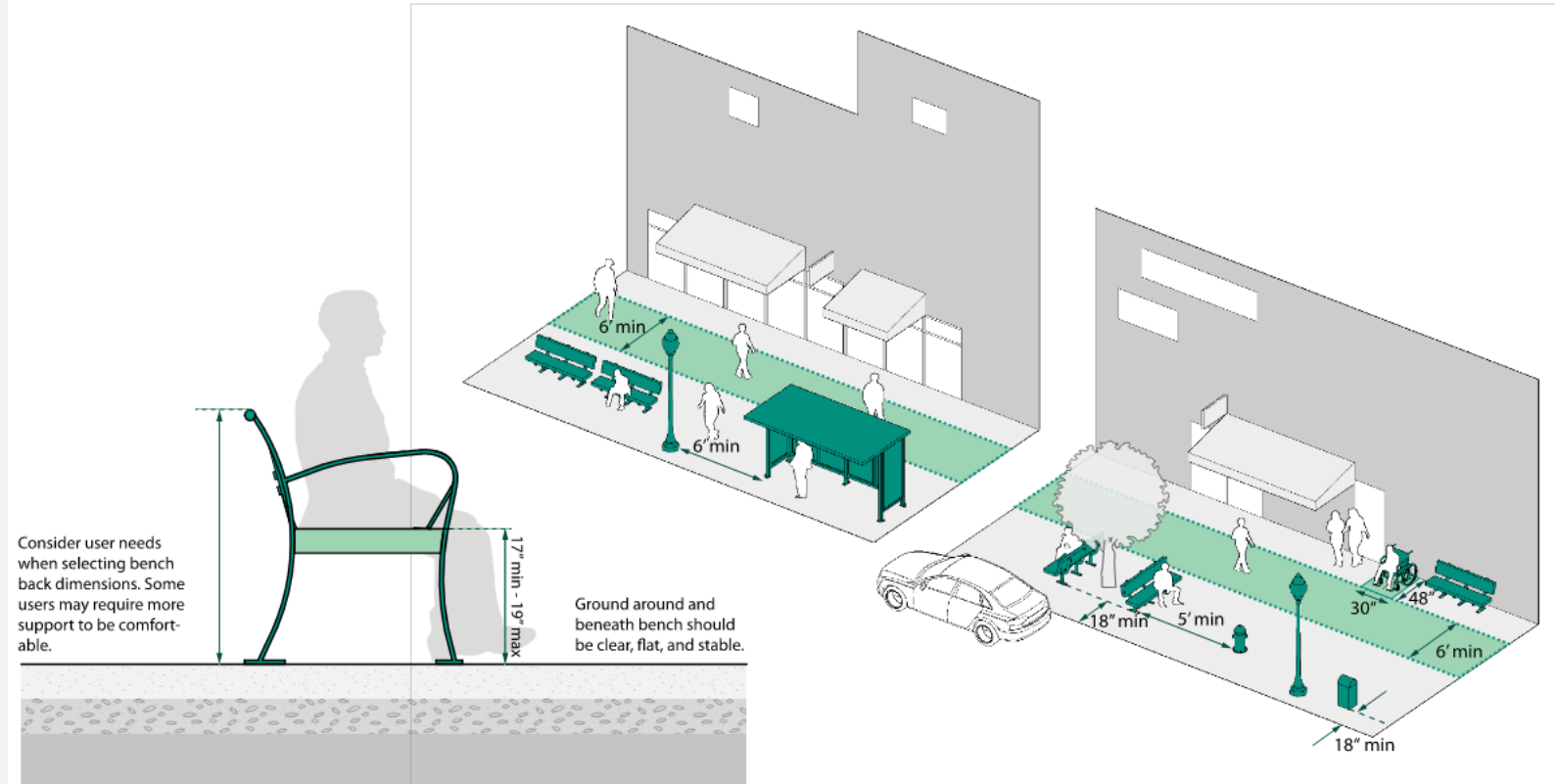
Conceptual Design

6

# CITY OF DETROIT STREETS FOR PEOPLE PLAN



## Streetscape Amenities





# CYCLE TRACK AND SIDEWALKS

Benches

Crosswalk Design

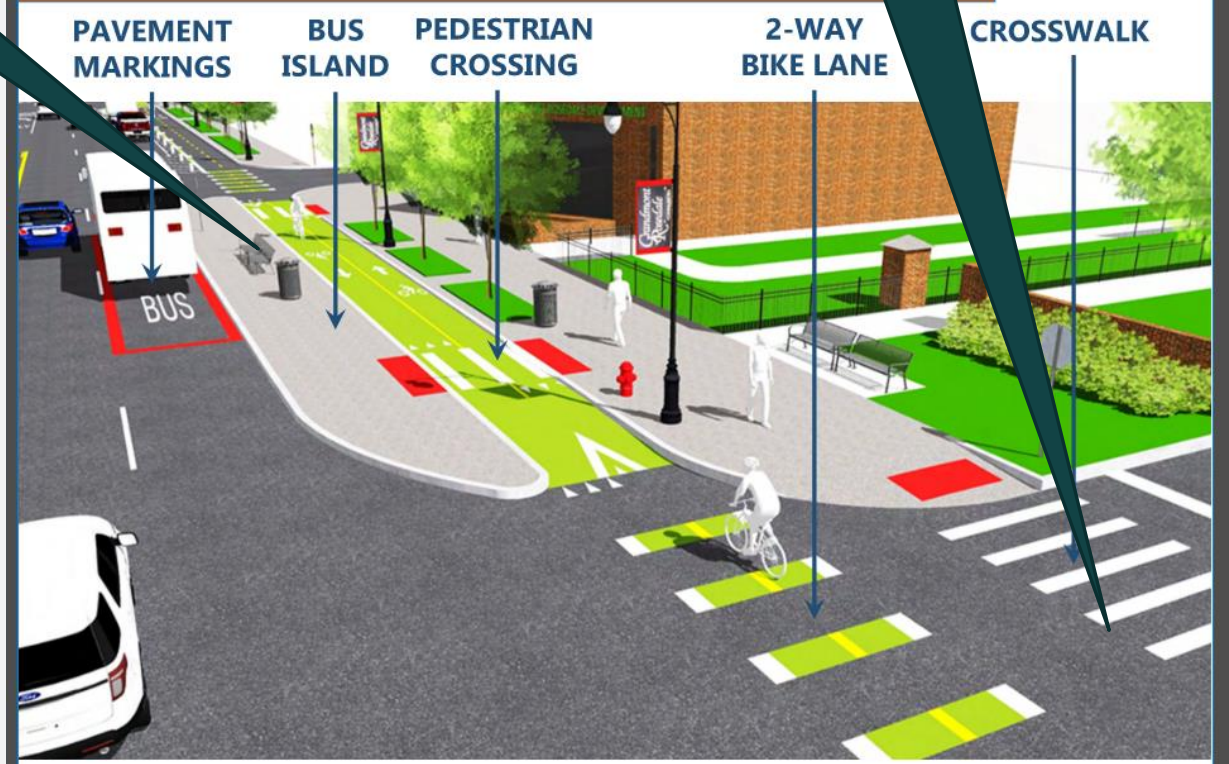
## Separated Bike Lanes: Two-Way

Two-way bike lanes move bike traffic in both directions along a single side of the street. They have the advantage of requiring only one buffer versus one-way paired lanes with separate buffers. Two-way bike lanes also provide space for people on bikes to ride two-abreast and socialize.

### Two-Way Curb Separated Bike Lane



## DESIGNATED BUS STOP ISLANDS

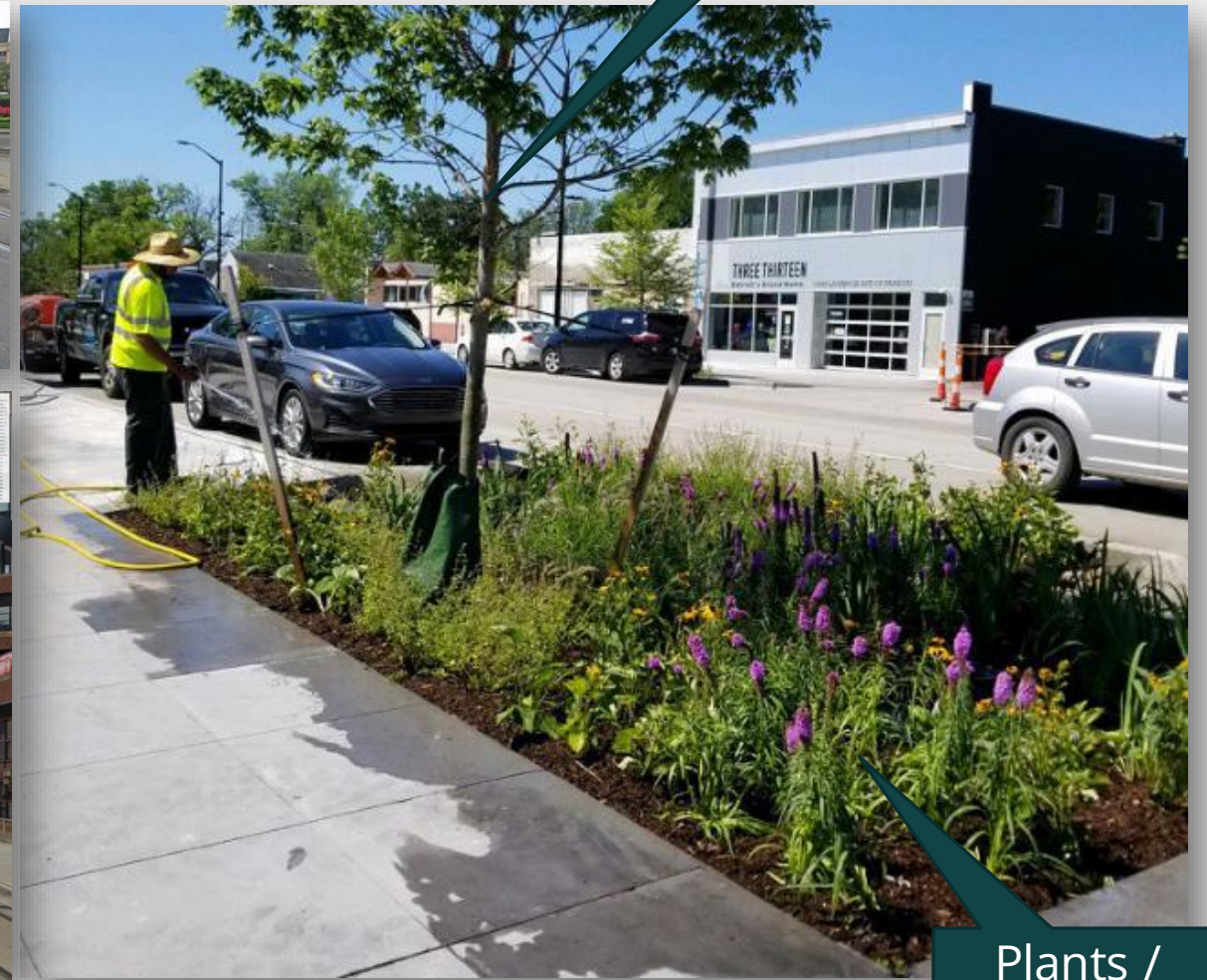


■ Bus Stops on NORTH side of Grand River Ave.



# LANDSCAPING

Type of  
Trees



Plants /  
Flowers



# LANDSCAPING CONT.





# LIGHTING THE CORRIDOR



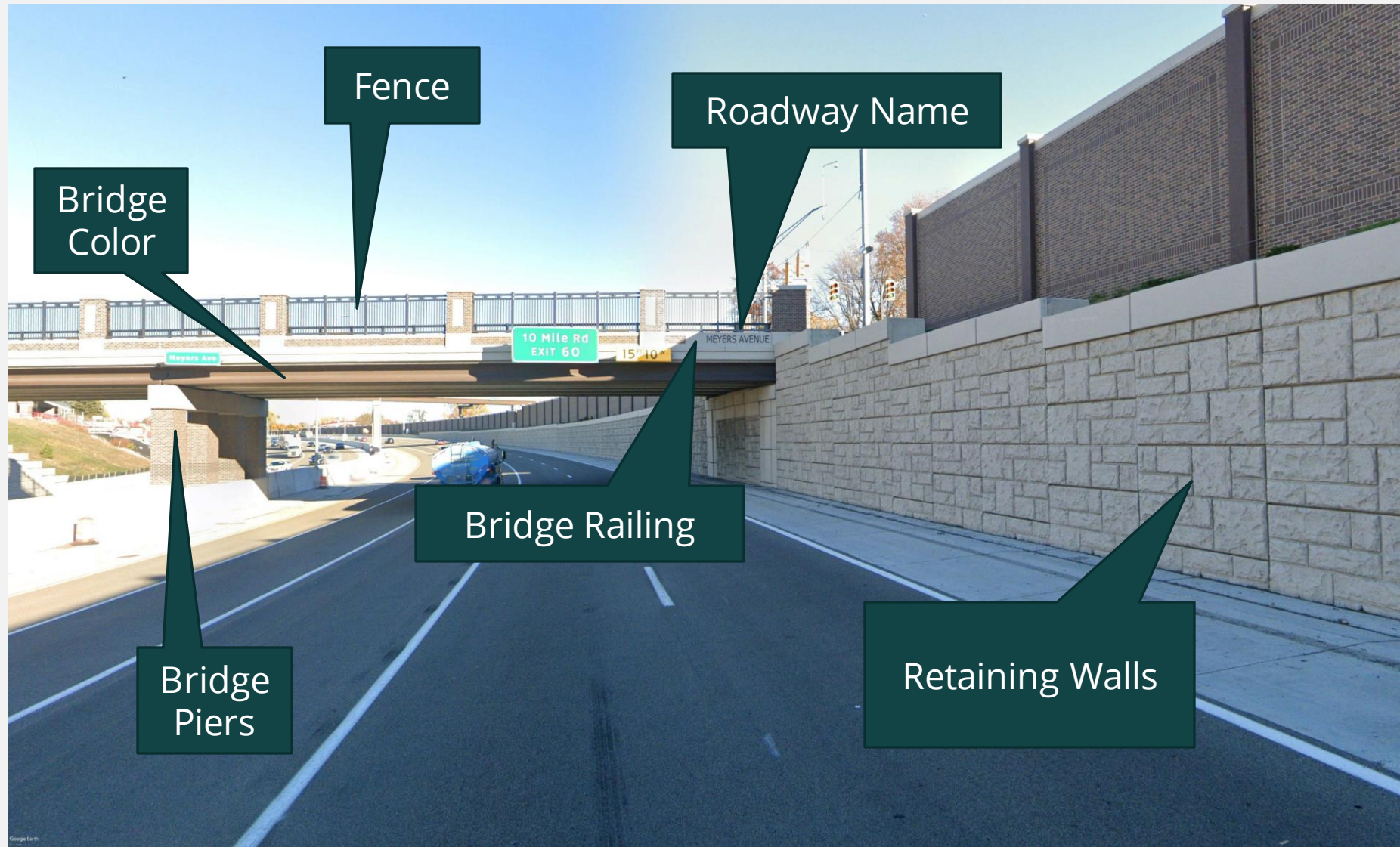


# LIGHTING THE CORRIDOR CONT.





# I-75 BRIDGES AND RETAINING WALLS





# AESTHETIC HOMEWORK

- Start thinking about what you would like these things to look like:

Paving

Fences

Retaining  
walls

Bridge deck  
treatments

Planter  
boxes

Signage

Lighting

Landscaping

Benches/  
seating

Crosswalks

Signal/Utility  
Box  
Wrappings

# QUESTIONS?





# DEFINING SUCCESS BREAKOUT





# WHAT DOES SUCCESS LOOK LIKE?



---

**How would you define success for your input into the aesthetics of the boulevard streetscape? What is your vision for the character of the new boulevard streetscape?**

---

**What would success for construction of the Project look like?**

---

**How would you define success for community engagement during and after construction?**



# FEEDBACK FOLLOW UP



I-75 S

I-75 N

# INQUIRIES FROM LAC MEETING ONE



---

**What mitigations dollars are available to ensure that existing businesses survive the construction period?**

---

**Will there be a business district created?**

---

**Can you tell us more about how MDOT incorporates public feedback from this LAC process into final designs?**

---

**How is climate resiliency being addressed?**

---

**Can you talk about safety? How does the boulevard enhance pedestrian safety?**



# QUESTION & ANSWER







# THANK YOU!

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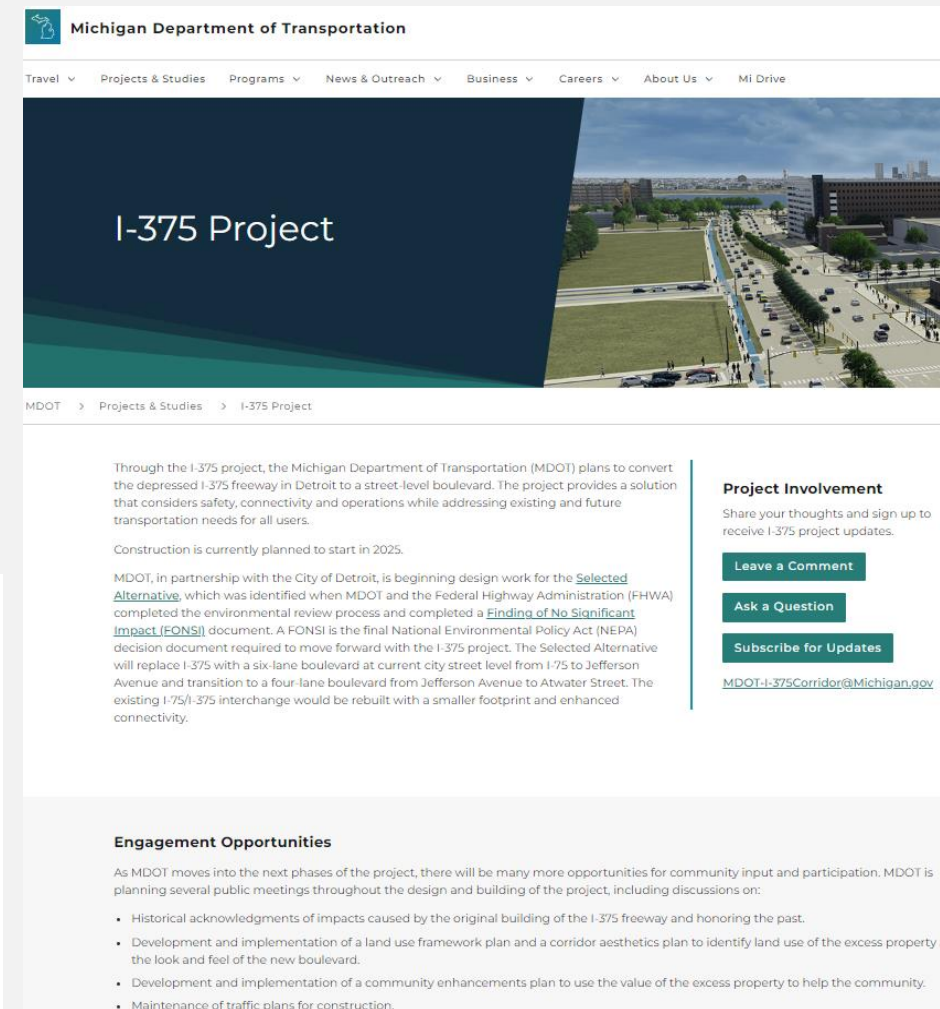
**SUBSCRIBE: [BIT.LY/I375SUBSCRIBE](http://BIT.LY/I375SUBSCRIBE)**



# REMINDER: PROJECT WEBSITE

- Latest Project information
- All Project related reports, studies, and meeting summaries
- Access Project portal to leave a comment, ask a question, or subscribe for updates

Visit: [Michigan.gov/I375](https://Michigan.gov/I375)



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## I-375 Project

MDOT > Projects & Studies > I-375 Project

Through the I-375 project, the Michigan Department of Transportation (MDOT) plans to convert the depressed I-375 freeway in Detroit to a street-level boulevard. The project provides a solution that considers safety, connectivity and operations while addressing existing and future transportation needs for all users.

Construction is currently planned to start in 2025.

MDOT, in partnership with the City of Detroit, is beginning design work for the [Selected Alternative](#), which was identified when MDOT and the Federal Highway Administration (FHWA) completed the environmental review process and completed a [Finding of No Significant Impact \(FONSI\)](#) document. A FONSI is the final National Environmental Policy Act (NEPA) decision document required to move forward with the I-375 project. The Selected Alternative will replace I-375 with a six-lane boulevard at current city street level from I-75 to Jefferson Avenue and transition to a four-lane boulevard from Jefferson Avenue to Atwater Street. The existing I-75/I-375 interchange would be rebuilt with a smaller footprint and enhanced connectivity.

### Project Involvement

Share your thoughts and sign up to receive I-375 project updates.

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[Ask a Question](#)

[Subscribe for Updates](#)

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### Engagement Opportunities

As MDOT moves into the next phases of the project, there will be many more opportunities for community input and participation. MDOT is planning several public meetings throughout the design and building of the project, including discussions on:

- Historical acknowledgments of impacts caused by the original building of the I-375 freeway and honoring the past.
- Development and implementation of a land use framework plan and a corridor aesthetics plan to identify land use of the excess property and the look and feel of the new boulevard.
- Development and implementation of a community enhancements plan to use the value of the excess property to help the community.
- Maintenance of traffic plans for construction.